

Name: _____ Unit: _____

T-Clock Inspection

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
T — TIRES AND WHEELS				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load/speed.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel "ring" OK — "thud," loose spoke.	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
C — CONTROLS				
Levers	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever.	Front	Rear
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication: ends and length.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire looms in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire looms in place.		
Throttle	Operation	Moves freely, snaps closed, no revving.		
L — LIGHTS				
Battery	Condition	Terminals, clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation.		
Reflectors	Condition	Cracked, broken, securely mounted.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		

Note: Bring this T-CLOCs Inspection Checklist with you to the Motorcycle Mentorship Program Training on 26 April 2007. Before the CG's Group Ride, conduct a T-CLOCs inspection on your motorcycle - turn the completed form in to the Safety Office located at Station B.

T-Clock Inspection

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
O — OIL				
Levels	Engine Oil	Check warm on centerstand, dipstick, sight glass.		
	Hypoid Gear Oil	Transmission, rear driver, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — cool only.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel taps, carbs.		
C — CHASSIS				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering-Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/ Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Forks	Smooth travel, equal air pressure/damping anti-drive settings.	Left	Right
	Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest spot.		
	Lubrication	Side plates when hot. <i>Note: Do not lubricate belts.</i>		
	Sprockets	Teeth not hooked, securely mounted.		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips	Broken, missing.		
	Cotter Pins	Broken, missing.		
K — KICKSTAND				
Centerstand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Sidestand	Condition	Cracks, bent (safety cut-out switch or pad if equipped)		
	Retention	Springs in place, tension to hold position.		